A WAR GOVERNOR

DNE HERO OF THE LAND OF STEADY HABITS.

LIFE OF WILLIAM A. BUCKINGHAM, GOV-ERNOR OF CONNECTICUT. By Samuel G. Buckingham, D.D. 8vo., pp. 537. (The W. F. Adams Company, Springfield, Mass.)

If the people of Connecticut were not goodnatured to a fault, they would resent the absurdity by which that sturdy little Commonwealth has been loaded in the fantastic nomenclature of fools who cannot be content with the right names of things with the name of the "Nutmeg" State, the allusion being to the fiction that "Connecticut Yankees" at one time applied their ingenuity to whittling out wooden imitations of nutmegs, and their trading craft to peddling them as genuine in the market. The stupidity of the fiction consists in the fact that cost of the imitation would exceed by five or six times that of the genuine article. But it is one of the characteristics of Connecticut people not to lose temper or waste time over empty words when they can be more intelligently and profitably occupied in dealing with facts and things. So they listen without protest, and with philosophic resignation not unmixed with contempt, when the Commonwealth of their affection and pride is referred to by this silly and unfit nicknam

'Land of steady habits" is its more fitting description and more appropriate name. It is entitled to it not by any silly myth, but by its history and record. Were there nothing else to substantiate its claim, the record of her two great War Governors, Jonathan Trumbull, who was Washington's right arm during the Revolution, and William A. Buckingham, who was one of the five upon whom Mr. Lincoln securely and confidently leaned during the civil war, would be sufficient. These were representative men; neither of them a man of shining qualities or unusual endowments, but both fairly representative in mind and character of the large body of the people, of their steadi-ness, their fortitude, their endurance, their unselfish patriotism, their stubborn will and undying faith. Both were born in Lebanon, in New-London County; both were merchants engaged in active business; both were fitted by habits and training for the special duties devolving upon the Executive in a condition of war, in raising and equipping troops, supplying tinued through the whole period until the close the sinews of war, maintaining the public credit, and, what was perhaps no less important, contributing counsel and advice to the tails of military operations which, considering leaders nearer the scene of conflict upon whom the fulness with which they had already been immediate responsibility rested. Both, too, were men of profound religious convictions; earnest, conscientious Christian

of Pennsylvania; Morton, of Indiana, and Yates, of Illinois-whose terms of office covered the whole period of the War, none rendered greater | glimpses of the Governor's family and domestic Sevotion to the cause than William A. Buck- little of the story of his business career and of ingham; none followed with such paternal his every-day dealings with his business assosolicitude and watched with such unremitting ciates and fellow-citizens, which throw light care the regiments he sent to the field. They were continually on his mind and heart, and | none of the daily occurrences in his official life amid all the burden and stress of offi- which are unrecorded in public documents, but cial cares and duties he was never so en- which constitute one of the principal charms of grossed that he could not listen to the story biographical literature. Some historical inacof the humblest private soldier and give him curacles may be noted; one for instance, in the sympathy and aid. Though possessed of a com- statement several times repeated, that Connectipetency as the result of a successful business cut was not subjected to a draft during the war. career, he was not a man of great wealth. The This of course is an error. Under Governor constant calls upon his generosity never failed to bring response, and the amount of his private benefactions if they were known would be found entire population of 461,600, and largely in excess to approximate very closely to the limits of his of her quota; but the draft was enforced, notincome. He gave, in addition, his entire ser- withstanding, in July, 1863. The State escaped vices to the State without fee or reward; drawing no salary during the war. For unselfish being full. devotion it would be difficult to find even in superior, or, perhaps, his equal.

His task was more difficult than those of Anpecessary to take in the unusual and unexpected and determined without obstinacy; conscientious, some of the more important questions of geology. It consequences which so often arose. Only Morton, of Indiana, was similarly situated in having at full of all the capacity for, and the disposition oters might not approve. But Morton was elected mit his administration to the people for approval honors a grateful people can bestow. pach year and meet each year a new Legislature. Connecticut was always a doubtful and hardly contested State, and in her stubborn and not over-loyal Democrats the Governor always found critics watchful for mistakes in judgment, and punning with snares. His election in the spring of the Presidential year 1860 was by a bare majority of 541, in a total of 88,375, after the most exciting campaign ever witnessed in the ENTERTAINMENTS FOR CHURCH SOCIALS AND YOUNG PEOPLE'S SOCIETIES, Parapaiet, (Mrs. II. E. Kramer, Akron, O.) Presidential year it would seem to be the politician's instinct to cultivate discretion and pursue the course of conservatism. It does not appear that Governor Buckingham ever took counsel of anything save his sense of duty. This he followed regardless of every other consideration.

THE ORTHOEPIST. By Alfred Avers. A Pronouncing Manual. 16mo., pp. 192. (D. Appleton & Co.) followed regardless of every other consideration. Events always justified his faith in the loyalty

and patriotism of the people. His first election was in 1858, following the His Brist election was in 1938, following the Bisastrous financial panic of 1837. Financial Came. By C. E. Colin. 18mo, pp. 160. Setwin Tait & Sola.) ernor and Legislature during this and the following year. His official communications were largely devoted to the consideration of business topics, accordingly. National affairs were referred to, of course, but not dwelt upon at ferred to, of course, but not dwelt upon at length. It was the State campaign in the spring of 1860—already mentioned as the most exciting in the history of the State—when the Democrats in their hope of breaking the solid front of Residual of the State and M. N. Baker. Large 6vo, po. 508. (D. Van Nostrand Co.) THE WORLD'S CONGRESS OF RELIGIONS. With an introduction by Rev. M. J. Savage. 12mo, pp. 428. (Arena Publishing Company.) publican States ran their most popular man, Colonel Thomas H. Seymour, against him, that first gave him prominence outside of New-England and a distinct National reputation. But this was due more to political conditions than to any impression he had yet made as a public of the publishing to the publishing House.

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HER PROVINCIAL COUSIN. A Story of Brittany. By Foundation of the publishing Co., and the publishing Co. one of the few speeches he delivered in the East that year, and was the Governor's guest. After the Presidential election in November of that year, when the secession movements began, Governor Buckingham's horizon greatly widened. He was not slow to comprehend it, and with clear vision forecast the responsibilities and duties that were presently to engage him. Military affairs had long been neglected, and there probably no State in the Union in which the militia was so poorly prepared for an emergency calling them into action. So early as January 17, 1861, eight days after the failure of the effort to provision Fort Sumter he issued a proclamation urging upon existing military organizations to fill their ranks, perfect their drill, and be prepared for any sudden call. Then this plain, common-senre business man, on his own responsibility, quietly ordered the purchase by his Quartermaster-General of equipments for 5,000 men.

men.

In this one act, perhaps, more than any other the character of the man stood out, and the future of his administration was foreshadowed. He did not indule in illusions; though not a great reader of history, he read current events with clear, businesslike forecast. He did not was forestable to the did not was forestable to the forestable to the did not was forestable to the did not industry to the did not industry to the did not industry to the did not was forestable to the di with clear, businesslike forecast. He did not wait for the crisis, but provided for it. Without knowing whether his bare 541 majority would support him in it, he unhesitatingly put forward the weight of his personal character and the strength of his individual credit, and without display or ostentation stood for the State. What he did then he kept doing in divers ways and varying emergencies through all the years that followed. In April, 1861, he was re-elected by 2,000 majority after a canvass in which all the onservative tendencies and commercial instincts of a manufacturing and trading people had been appealed to by his opponents against the policy

of "coercion" and the disturbance of peace. It was an increased majority, but the margin was not large enough to warrant an Executive who the side of the Government. The election was HARPER & BROTHERS the first week in April. The meeting of the Legislature was in May. President Lincoln's call for 75,000 troops was issued in the interval on April 15. Upon examination of the laws of the State, it was found that Governor Buckingham had no legal authority to answer the requisition for the single regiment of militia called for as the State's quota. Without waiting for authority he assumed it, and issued a call for volunteers. In six days two regiments were in camp, and within three weeks five times the quota were ready to take the field.

But it was not alone in the promptness with which he met the call for men that he showed the qualities that so eminently fitted him to meet the crisis. With the prevision of a sagacious business man, he foresaw the need of providing for the expenditures to be incurred, from some other source than the State Treasury. upon which he was not authorized to draw. Upon the moment of receiving the President's requisition, he made application to the bank of which he was a director for a personal loan \$50,000. It was responded to with double the amount. His example was followed all over the State, and no difficulty was experienced in providing funds for the equipment and maintenance of the troops. His confidence was not misplaced. One of the first acts of the Legislature at the ensuing May session was, without a dissenting voice, to put in his hands \$2,000,000 to arm and equip 10,000 men. His clear-sighted comprehension of the magnitude of the rebellion was manifest in his letter to the President at this time urging that the call should be for A Novel. By CONSTANCE FENIMORE WOOLSON, 500,000 men and for a much longer term of enlistment than three months. Indeed he repeatedly requested of the President during the early part of the war that he should be permitted to send forward more volunteers than were called for. It was due also to his sound business sense and prudent care for details that the Connecticut regiments went into camp in the early part of the war more thoroughly equipped and better prepared to take the field than those of any other State, as was testified by General Scott and other old Army officers. As his War Administration began, so it con-

of hostilities. The volume before us traces the record in bare outline in connection with the dedescribed in the various war histories, seem unnecessarily minute and remote from the immediate subject. With all respect for the author Of the five War Governors-Andrew, of Massa- and for the spirit of fraternal affection and pride chusetts; Buckingham, of Connecticut; Curtin, which animated him, we cannot help thinking that as a historical biography it falls short of the highest excellence. It contains very few service or showed more constant and unselfish life, which was singularly sweet and pure, very upon the personality and reveal character, and Buckingham's efficient administration, the State furnished 54,000 men-more than one-tenth of her the second draft in December, 1864, her quota evitable.-Extract from Introduction.

It is a war record of which Connecticut may that period of sacrifice and self-denial his well be proud. And it is to be gratefully remembered that to William A. Buckingham more than to any other one man they owe this splendid Brew, Curtin and Yates, for behind them were the | record. Not an orator or debater, not a man of enthusiastically loyal majorities of Massachu- scholarly attainments, of wide reading or great setts, Pennsylvania and Illinois, which could be | learning, not in any sense a brilliant man, he depended upon to give their indorsement to was the typical Connecticut gentleman; courtly whatever action the Executive might find it and dignified, yet simple and unaffected; firm mes to assume responsibilities and exercise to do, modestly and dutifully the most useful service in the most trying time. It is fit that he should sit in bronze in the State Capitol for four years, while Buckingham had to sub- dividing with Jonathan Trumbull the highest

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bia 2.13% (together to pair, 2.13%) Miss Alec, 2.15% (together to pair, 2.13%), Miss Alec, 2. Directress, 2.28% (trial 2.29%, capable 2.15) Kate Cu 2.29% (bonnie Wilhes trial 2.22%) Grace D. 2.31 (out 2.24) Marie Janesti, 2.21 (trial 2.37%) many of capable of 2.30 to 2.18. There are five daughters Director, 2.17 sure of Puretum, 2.65%), others by Roman Grace, 2.17 sure of Puretum, 2.65%, others by Roman stress.

Catalogues now ready. The home

Immediately following above TROTTING AND BREEDING STOCK Mr. J. W. DALY, Mount Kisco, N. V., including the get of Stamboul, 2:07%; Allerton, 2:09%; Guy Wikes, 2:15%; Allentara, 2:23, Predigal, 2:16, and other excellent stree, affording speed for road or track, cluding Crafty, 2:21 pacing, and Nebushta, 2:30.

WEDNESDAY, February 7, 1894, at 10 o'clock GREAT SPEED CONSIGNMENT FROM Mr. WILLIAM CORBITT, San Mateo, Cal.

ensisting of the great money winners Hazel Wilkers, 114, Una Wilkers, 2:15, Sabina, 2:156, Jean Wilkers, 2:25, Go, Latina Wilkers, 2:29, GO, and Freedom, whose, 2:25, GO made him the champion yearling and the first enter the 2:30 list, which he did in 1800 to old style day. Here is great material for racing or the rand, toutclassed, having all shown for beyond their resortis; years very superior to pole, and all great breefuls;

All horses may be seen on and after February 3. Fatalogue address.
PETER C. KELLOGG & CO., Auctioneers, 107 John et., New York

Legal Notices.

DUBLIC NOTICE.

Application having been made to the Board of Red-ord Commissioner of the Stace of New-York by the Buth Avenue Railroad Commany and the Metropolitan treet Railway Company of the City of New-York, under the pravisions of Section 100 of the Bailroad Law, for

Steamboats.

INSIDE ROUTE.

SECOND ST.

BOSTON, SS.

BECAUSE 40 (old), Note: STREET, 82.

BECAUSE WOLCESTER, 82.

Connecting with vestibuled captes train leaving New London, at 5 .3 A. M.

FALL RIVER LINE for Boston and the East. Stre-Pilgrim and Plymouth in commission. Leave Pier 28 (old No.), N. R. foot of Murray st., week-days only, at 5 p. m. Y EW-HAVEN-FARE \$1. Magnificent new twin-screw steel steamer "Richard Peck," the Flyer, fastest steamer on Long Island Sound, leaves Pier 25, E. R. daily at 4 p. m. Sundays excepted, arriving at New Haven S.15 p. m. in time for trains to Meriden, Hartford, Springfield and Nurth.

S TONINGTON LINE for Boston and the East. Steamers leave New Pier 36, N. R., foot of Spring St., at 6:00 P. M. dally, except Sunday.

hailroads.

"AMERICA'S CREATEST RAILROAD." **NEW YORK**

& HUDSON RIVER R. R.

From Grand Central Station, 42d Street:

From Grand Central Station, 42d Street;

8:30 A. M.—Except Sunday. Empire State Express.

9:30 A. M.—Except Sunday. Empire State Express.

10:30 A. M.—Except Sunday. Day Express.

10:30 P. M.—Exit, Sunday. Day Express.

11:00 P. M.—Exit, Sunday. Day Express.

11:00 P. M.—Exit, Sunday. For Albany and Troy.

4:30 P. M.—Exit, Sunday. For Albany and Troy.

4:30 P. M.—Daily. New-York and Chicago Limited, Duc Cleveland 7:40 A. M., Detroit 9:25 A. M. Chicago 5:30 P. M.—Exit, Sunday. For Cleveland, Detroit, Chicago, and St. Louis.

6:225 P. M.—Daily. For English, and Nigney English Montreal.

7:330 P. M.—Daily. For English, and Nigney English. 625 P. M.—Daily, For Burlington, Plattsburg, and Montreal.
730 P. M.—Daily, For Buffalo and Ningara Falls.
940 P. M.—Daily, For Buffalo and Ningara Falls.
940 P. M.—Daily, Only Sleeping Car Passengers for Rochester carried on this train of Passengers for Rochester carried on this train of Passengers for Rochester carried on this train of Passengers for Palaty for Cape Vincent.
940 A. M. and 349 P. M.—Daily, except Sunday, to Pittseld, via Harlem Division.
Wagner Palace cars on all through trains.
Ticket and Wagner offices at Grand Central Station.
13, 26, 413, 785, 942 Broadway, 235 Columbus Ave., 33
West 125th St., and 138th St. station. New-York; 333
West 125th St., and 138th St. station. New-York; 333
Washington St., 726 Fulton St., and 74 Broadway, E. D.,
Broodyn.
Baggagas checked from hotel or residence by the West-

Baggage checked from hotel or residence by the West-

JOHN M. TOUCEY,
General Manager,
GEORGE H. DANIELS,
Gen. Pass. Agent.

Railroads.

STATIONS foot of Desbrosses and Cortlandt Streets In Effect January 10th, 1894. In Effect January 10th, 1894.

9:00 A. M. FAST LINE.—Parior Car to Pittsburg.

19:00 A. M. FAST LINE.—Parior Car to Pittsburg.

Drawing and State Room. Steepine. Dining, Smoking, and Observation Cars. Arrives Chicago II A. M., Cleveland 5:25 A. M., Cincinnati 7:15 A. M., and Indianapolis 9 A. M., Telede 9:15 A. M., week-days.

2:00 P. M. CHICAGO AND ST. LOUIS EXPRESS.—Pullman Sleeping and Dining Cars to St. Louis, Louis-ville, and Chicago. Arrive Cincinnati 19:50 A. M., St. Louis, T.39 P. M., Chicago F. M. St. Louis, Louis-ville, and Chicago. Arrive Cincinnati 19:50 A. M., St. Louis, Edwing and Dining Cars to Chicago 9 P. M. next day.

7:45 P. M. SOUTHWESTERN EXPRESS.—Pullman Sleeping and Dining Cars to Cincinnati and St. Louis, Arrives Cholinnati 6 P. M., Indianapolis 10:15 P. M., St. Louis, T. A. M. second marning.

8:100 P. M. PACIFIC EXPRESS.—Pullman Buffet Sleeping Car to Pittsburg. Connects for Chicago and Tolede dality, and Cleveland. except Sautsday.

BALTIMORE, WASHINGTON AND THE SOUTH h 1 Arrow 1 Arrows 2 harles Route, S. A. M. week-days, and, with Through leaper, S. P. M. daily, GRIDA SPECIAL for Jacksonville and St. Augustine 12:10 P. M. week-days, ATLANTIC COAST LINE EX-12:10 P. M. week-days, ATLANTIC COAST LINE EX-DIESS for Thomasville, Jacksonville, St. Augustine of Tunpa, 9:30 A. M. and 8:30 P. M. daily, Key Wes at Havann, 8:30 P. M. Tucchays, Thursdays and Satur

Friday.

For ATLANTIC CITY, 1 P. M. week-days, with Through
Buffet Parlor Car.

For CAPE MAY; P. M. week-days.

For Long Branch, Asbury Park, Ocean Grove, and Point
Fleasant, 9:19 A. M. 12:00 noon, 3:40, 5:10 and 11:45
P. M. week-days. Sundays, 9:45 A. M., 5:15 P. M.

Ho not stop at Asbury Park and Ocean Grove on

FOR PHILADPLPHIA. Express: 6:29, 7:29, 8, 8:39, 9, 9:30 (10, Penn'a Limited), 10:10, 11 A. M., 12:10 (Florida Special), 12:39, 1, 2:10, 3, 4:439, 5, 6, 7, 75, 8, 8:39, P. M., 12:15 night, Sundays, Express, 6:15, 8:39, 9, 9:30 (19, Junited), 10:00 (19, 10),

CENTRAL RAILROAD OF NEW-JERSEY

For Easton Bethlehem, Allentown, Mauch Chunk, 4:30, 7:15 A. M., 1:00, 5:30 P. M.
For Witheshares Pittston and Scranton, 9:10 A. M.,
1:10, 1:30, 4:30 P. M. Sundays, 4:30 A. M.
For Panding at 1:30, 8:30, 9:10, 10:30, 11:30 A. M.,
1:30, 1:30, 3:30, 4:90, 5:45, 7:30 P. M., 12:15 night, Sundays, 4:30 A. M., 1:90, 1:30, 5:30, 7:30 P. M., 12:15 night,
3:30, 4.00 5:45 P. M., 12:15 night. Sundays 1:00, 5:30 P. M., 12:15 night. 12:15 night.
For Sandary, L. wieburg, and Williamsport at 4:39, 8:30, 9:10 A. M. Pin, 1:30 7:30 P. M. Pil Vinisht except Saturday night. Sundary, 7:15 A. M., 7:30 P. M., 12:15 night, except Saturday night. Sundary, 7:15 A. M., 7:30 P. M., 12:15 night, Por Eet Sandary, 7:15 A. M., 7:30 P. M., 12:15 night, Por Sandary, 1:30 A. M., 1:30, 1:45 (3:40 to Red Bank), 4:30, 4:20 at 5t to Red

4399 P. M.

FOR LAKEWOOD.

439, 845 A. M., 145, 349, 429 P. M.
For Farmingdale, Tome River, Barnegat Park and
Barnegat, 439, 845 A. M., 145, 429 P. M.
For Atlantic City, Uncland, and Brilgston, 439 A. M.,
145 P. M. Mamauth Beach, Scalaight, and Highland Beach,
439, 845, 1439 A. M., 149, 145, 439, 429 P. M. Sundays, 9499 A. M., 149, P. M.

ROYAL BLUE LINE

For Philadelphia, week days, 4,30, 8,30, 5,30, 10,30, 11,30 (Dining Car) A. M., 1,30, 2,30, 4,00 (Buffet Parior Car), 5,00 (Dining Car), 6,00, 7,30, 8,45 P. M., 12,15 M., 1530, 2539, 4530 (Buffet Parlor Juri, 6530, 7730, 845 P. M., 1245, 949, 1120 (Phining Car) A. M., of 7530 P. M., 1245 hight. Westington, westign 9500, 1120, 120, 3740, 580, 580, 1120, 1010, Car) Sumbars, 6730, 1120, 1010, Car) Sining Car) 15 night. 1red at 173 M. 130, 5 of classic car seats can be procured at 172 telest and parise or seats can be procured at 172 415, 544 1.10, 1.53 Bressian, 177 6th Ave., East 144 St. 131 East 150 St. 24 West 1251 Columbus Ave. New York 4 Fourt St. 890 Fut-St., Brooklyn, 58 Bressdaws, Williamsburg, The St., Brooklyn, 58 Bressdaws, Williamsburg, Brooklyn, 58 Bressdaws, Williamsburg, Brooklyn, 58 Bressdaws, Williamsburg, Brooklyn, 58 Bressdaws, Williamsburg, Brooklyn, 58 Brookl

DEL., LACKAWANYA AND WESTERN RR.

Stations in New-York foot of Barciay and Christopher Streets.

VESTIBULED TRAINS. PLAISAN COACHES THE ORANGES Summit, Bernardsville, Bassing Ruce Madison, Morthetown, Passain, Paterson, Boone Lin, Lover, Stanning, Budder Stake, Lake Hollow, Diver, Stanning, Budder Stake, Lake Hollow, Diver, Stanning, Budder Stake, Lake Hollow, Diver, Stanning, Budder Stake, Lake Hollow, Stanning on Phillips Ruge, Easton, Water Gap, Thoulseler, Peocone Mountains, Schan, Ton, Pittiston, Wilkesbarke, Nanticoke, Danville, Northumberland, Montrose, Bindhamton, Oxford, Northumberland, Montrose, Bindhamton, Oxford, Northumberland, Syracule, Utica, Rugherleid, Springer Springer, State Sta HAMTON OXPOHO NORWICH Waterville, UTICA, RICHFIELD SPRINGS, COTLAND, SYRACUSE OXWEGO, THACA, OWEGO, ELMIRA, COUNING, BATH, DANSVILLE, ELFFALO, and all points WEST, NOLUHWEST AND SOUTHWEST, 209 A M.—BUFFALO, UTICA, and OSWEGO EXPINES, Pullman Palace Cars, Connects at Buffalo

with train for Chicago, arriving 9:20 a. m. 7.20 A. M.-BINGHAMTON MAIL. Stops at principal not outclassed, having all shown far beyond their records; several very superior to pole, and all great breeding material when retired.

Immediately following above,

WEDNESDAY and THURSDAY Feb. 7 and 8, 1894, at 10 ordeois, and 10 ordeois, at 10

N. Y., ONTARIO & WESTERN R. R.

fica, Rome, Oneida, Pulton, Oswega, S.15 P. M. covery: Sundays, Sullivan Co. Express of Walkill Valley Railroad stations, Campbell Hall, iddenown, Ettinville, Mountain Dale, Centreville, Falle-ing, Hurleyville, alberty Falis, Liberty, Farksville, and alish, Renn Mener. Asimpston Mener. 7:45 P. M. (daily) Middletown. Summitville, Falls-lationty, Livingston Manor. Rockland, Walton, Sidhurn, Liberty, Livingston Manor, Rockland, Walton, Sidney, Norwich, Oneida, Fulton, Otwego,

7:33 P. M. dady via Namara Falla, Reclining chair car tseats free) Now-York to Nisgara Falls. Pullman sleepers, New-York to Owego,

p. m. Chlongo 7:30 a. m. St. Louis 8:30 p. m.

Tickets and Fullman accommodations at 371 Broadway.
New-York Transfer Company calls for and checks baggage to destination.

J. C. ANDERSON, G. D.

LEHIGH VALLEY R. R.

Stations foot of Cortlandt and Desbrosses Streets, VESTIBULE TRAIN, PULLMAN COACHES, 9:30 A. M. for BUFFALO, and Suspension Bridge, 6 and 9 P. M. for BUFFALO, Suspension Bridge and Chicago. TICKETS AND PULLMAN ACCOMMODATIONS at 235.

WEST SHORE RAILROAD

ester, Buffalo, Niagara Falls, Detroit, Constant Saturday for Toronto.

5:15 P. M. Daily for Albany, Montreal, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland and Chicago.

8:15 P. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland and Chicago.

For tickets, time-tables, parlor and sleeping-car accommodations, apply city offices, Brockiyn and New-York, and at stations. Time-tables at principal hotels. For other internation address.

ERIE LINES.

Allough trains for Chicago and the West leave New-York, foot of Chambers-st., daily, as follows, and avenue with the control of Chambers-st., daily, as follows, and avenue with the control of Chicago, the control of Chicago, the control of Chicago, the Chicago, the Chicago, the Chicago, the Chicago, the Chicago, the control of Chicago and Chicago and Chicago, Sleepers to Buffalo and Chicago, Sleepers to Buffalo, thicago and Chicago and Chicago, Sleepers to Buffalo, thicago and Chicago and Chicago, Sleepers to Buffalo, thicago and Chicago, Sleepers to Buffalo, thicago, Sleepers to Buffalo, Sleepers to Chicago, Sleepers to Buffalo, Sleepers to Sleepers, the Chicago and Chicago, Sleepers to Chicago, Sleepers to Buffalo, Sleepers to Sleepers, the Chicago, Sleepers to Sleepers, the Chicago, Sleepers to Sleepers, the Chicago, Sleepers to Chicago, Sleepers, the Chicago,

BALTIMORE AND OHIO RAILROAD.

BALTIMORE AND OHIO RAILROAD.

BALTIMORE WASHINGTON, CHICAGO, CINCINNATI, ST. LOUIS AND ALL POINTS WEST.

PULLMAN CAR SERVICE ON ALL TRAINS.
Leave New-York 1001 of Liberty-st, daily, CHICAGO,
1230 P. M. and 12:15 night. PITTSBURG, 1:30 P. M.,
1230 P. M. and 12:15 night. PITTSBURG, 1:30 P. M.,
1230 P. M. WASHINGTON, BALTIMORE, 9 A. M. (1:30
A. M. Dining Car), 1:30 G.300 P. M., ex. Sun, 0:500 P.

M., Dining Car), 1:30 G.300 P. M., ex. Sun, 0:500 P.

M., Dining Car), 1:30 F. M., 12:15 night. All trains run
daily ex. 3:00 P. M. NORPOLK, 11:30 A. M. daily, 1:30

P. M. ex. Sun, NEW-ORLEANS, 5 P. M. daily,
Through Sleeping car via Washington and Shenandoah

Valley route, Offices: 172 261, 415, 1:140 Broadway, 31

East 14th-st., 400 Grand-st., N. Y.; 344 Pulton-st.,
Brooklyn: statior foot of Liberty-st. C. R. R. of N. J.

New-York Transter Co. Will call for and check baggage
from hotel or residence to destination.